RAPID TRANSIT.

Another Plan for a Railroad. NEW YORK, Jan. 21, 1874. TO THE EDITOR OF THE HERALD:—

and the number of companies annually chartered we are as far from obtaining rapid transit as at the casible plan. This can be got as easily before a charter is obtained as afterwards, and no charter ld be granted unless based upon a definite lan that will commend itself. We should discard all the projects that have been subjected to the nd lound wanting. The whole series of enderground roads and their co-ordinate projects of deep cuts and plans for purchasing and pa through blocks should, for the present at least, be laid aside; the cost is too formidable, or the disturbance to the orthe city too serious. In same category place all suspension plans. The dea of constructing a series of suspension bridges the whole length of the island, over a thronged hfare, when the necessity does not exist, is amply absurd. Such structures are always hazard-Although they have the requisite strength thile all the parts hold together and harmonize et the slightest derangement occur the whole becomes jeopardized. But the great cost of erec-tion and expense of maintaining this class of con-plicated structures is a sufficient safeguard and

entive.
e plan designated by the following extracts
a pamphlet published last winter is here subed. The description may not be clearly underd without the diagrams, but any one so dised can receive or inspect the pamphlet at my

PLANS FOR A MID-AVENUE ELEVATED AND SURFACE

-As in plan A, set apart a space, say eighteen feet along the centre of an avenue, to be appropriated Pive—As in plan A, set apart a space, say eighteen feet wide, along the centre of an avenue, to be appropriated to railroad purposes.

Kreet thereon an elevated viaduet, to be sustained on three longitudinal tiers of ornamental wrought from columns, anchored in stone, on foundations sank below the influence of frost. The two outer tiers to be protected at their base by continuous masonary of our stone, sufficiently elevated and of such form as to guard against collisions of street vehicles with the columns, but leaving in the centre of each block an opening wide enough to the passage of street vehicles. These, with the cross streets, will furnish ample means of passing from one added it has evenue to the other.

On the top of this structure place two tracks for the quick trainst trains, to be operated by steam power; below, in the two spaces between the two outer and the inner tier of columns, on the street surface, place two tracks for the horse cars and confine them to these limits. The surface street surface, place two tracks for the horse cars and confine them to these limits.

The surface stream of the avenue could be arranged and applications of the avenue could be arranged and applications.

Coduct the central space allotted to the railroads.....

There would then remain for street purposes a widin of fitty lect—viz, twenty-five lect on each side of the proposed stricture, from which would be removed the proposed stricture, from which would be removed the encumbrance of the horse cars. Under such a distribution the traffic would naturally pass or fown on one side and down on the other, crossing only wen necessary to receive or discharge loads. The surface capacity of the avenue would be practically increased by the system thus inaugurated. The surface horse cars would then occupy no treater space than they now do, with the advantage that the space will be specially allotted to them. They will not then interfere with the street traffic nor the street traffic with them. They can have better time and will be protected from rain and snow by the covered arch overhead under the viaduet.

The only surface space that the viaduet would require would be spaces at the base times of the three tiers of columns, not to exceed one foot in width for each and three lect for the whole.

columns not to exceed one foot in width for each and three leet for the whole.

How to construct the Railway.

The structure can be built in an artistic and substantial manner and at the same time present a light and airy appearance, and, tastefully pained, will be an an ornament to the avenue. It will intercept the view but stightly. It can sustain the telegraph-wires, pacumatic tubes and lamps. By using wooden resea-tes and by deafning between and under the ties, and by using the continuous rail, trains can be run in comparative quiet. The smoke and gases from the engines at such an elevation would have no more effect upon the atmosphere than from the chimneys of the houses. Each locomotive would be at a distance of heavy fifty feet from the nearest house. It is difficult to contrive a route where trains could be run with iess annoyance to clitteens or detriment to property than on a viaduct over the centres of the avenues. These avenues are public highways and the public have a right to promote and expedite the transit over them by improved modes of conveyance to meet the exigencies that any arise.

The columns sustaining the structure can be multiplied.

se, lumns sustaining the structure can be multiplied ely, as the stone base will prevent all collision ely, as the stone base will prevent all collision as eystem of braces, farmishing also direct sunthe superstructure. The sustaining capacity can a watter of arithmetical calculation. The longituders can be so adjusted that no two joints need the same cross-beams, so that there will be no

In devising the above I have studied to combine the elements of simplicity, durability, strength, lightness of structure and adaptability to the existing conditions of the city, having especially in view economy, so that the project can commend itself to capitalists. Scarce any grading will be necessary, as the variation of surface on most of the avenues can be sufficiently neutralized by shortening or lengthening the sustaining columns. The Green wich street elevated road is a partial success, because it is directly, though inadequately, sustained on the earth as a foundation. Had it been thoroughly supported on a broad base with a firm superstructure and placed in mid-aveface it would long ere this, have solved the problem successinily. My plan is simply the application of the rules ratined by practical experience to the case in hand. Most of our leading trunk roads have tested this kind of structure by running all their trains over them for miles in length and through a long series of years in perfect safety, and supported only by wooden columns. If my plan is discussion may elicit some other altogether preferable. The important point, however, is to eccide upon the best plan that can be devised apfollow up the matter with discreet but determined energy. The most available route would be to commence by connecting with the tracks of the Hariem Railroad in the mouth of the tunnel at Fourth avenue and Thirty-scennel street thanks commence by connecting with the tracks of the Hariem Railroad in the mouth of the tunnel at Fourth avenue and Thirty-second street, thence down Fourth avenue, the Bowery and Chatham street to the City Hall park. The avenue has a descending grade from the mouth of the tunnel, which enables the ascent to the elevated viaduct to be made at Thirtieth street; as Thirtieth street is already closed, there would be no interruption to any street crossing. From Thirtieth street a perfect level can be maintained, for more than three-fourths of the entire length of the viaduct, to a point near chatham square. From that point to the City Hall Park the grades will be irregular, and the plan must be varied, for which provision has been made, but it is unwise in this article to go too much into detail. The elevated viaduct thus connected with two of the Harlem Railroad tracks, soon to be laid on the work now in preparation, will furnish an uninterrupted line for steam power, from the City Hail to Harlem River, and thence can connect with all the roads tributary to the city. The Harlem Company controls this route. They should either construct the proposed elevated railway or make an equitable arrangement with those who will. I think the city bore the whole expense of excavating the tunnel at Thirty-second street, and now pays haif the cost of excavating and preparing the roadbed of the four tracks to Harlem, two of which were named in the charter as especially designed for local travel.

mamed in the charter as especially designed for local travel.

The Third avenue, with the same terminus, presents the next most available route. This also is under the control of a formidable company. They, however, manifest a disposition to take hold of the subject of rapid transit along their route, in connection with their surface road. Last winter I drew up a bill, and, with the names of a few friends as incorporators, applied for a charter, but necame satisfied that the sanction and co-operation of the fluird avenue Company was indispensable. Accordingly, after a somewhat prolonged negotiation, towards the close of the session of the Legis lature I arranged with them to change the title of my bill to that of the Third Avenue and to substitute the names of their directors for those of my friends, thus retaining a very limited interest. In this shape the bill passed the House, but by some outside influence was neid back in the committee of the Senate lift too late to call it up. If the company are really in earnest and will proceed at once to construct the work on this or any other specified plan acceptable to the citizens they should receive every possible aid from the public, not only in obtaining a charter, but in accomplishing the work. It is fair that they should receive the preference, but if they decline or hesitate they should not be permitted to stand in the way, as this avenue is one of the most important for the purpose and is as yet unpleaged.

All the other routes, except along the water lines, lying east of Third and west of Sixth avenue were last winter either held or intersected by the Gilbert Elevated Railway. Whether their charter stall boids good I am unable to say; consequently it would be premature to discuss any other route. Works of this kind, involving so much detail in their construction, maintenance and management, ought not to be piaced under the control of our city corporation. If the city must contribute in order to secure the object let it be by loans; but such a power should be ocal travel. The Third avenue, with the same terminus, pre

views of property owners, whether Mr. Stewar

views of property owners, whether Mr. Stewart on Beroadway, of the residents on Second avenue or the storekeepers on the Sixth, must give way. They must open their eyes to the real benefits and be silent in view of the public good."

There is no doubt that the threatened opposition of property owners has been one of the main reasons why some of the many charters given by the Legislature have not been fulfilled. To remove this obstacle, let the next franchise that the Legislature gives contain a provision which will prevent any appeal to the courts by property owners, residents or others, but which will allow the company receiving the charter the privilege to use one of the streets on the west and one on the east side of the city for the good of the masses of the people. Let our citizens so emphatically express their wishes that our representatives at Albany will know that they are in earnest and will understand that no more tinkering and lobby scheming about this great need will be submitted to: in short, that New York city must have rapid steam transit, and at the earliest practicable moment.

Street Car Time-Loser.

An Elevated Road and Fare at Six Cents. NEW YORK, Jan. 21, 1874. TO THE EDITOR OF THE HERALD :--

My attention has been called to your very generous offer in this morning's HERALD to favor parties with room in your columns for communica-tions on the above subject. In brief, then, I was one of a party who attempted, two years ago, to obtain a charter for an elevated road to Harlem. We failed to get even a hearing before the Legislature. We had our capital all made up, and we agreed to complete the road in fourteen months from the time the charter should be granted, and we agreed to limit through fares to six cents, and to run trains every five minutes, and to run trains every five minutes, and to make the through trip on express trains from Harlem to the city Hail in ten minutes. Our company was made up of some of the best men of the city; but we found, alias! we should be obliged to fee the Legislature and their bribe procurers, the loobylists, with a large portion of our capital, and we dropped it in disgust. What better prospect would we have now? Neither I nor any other man wishes to spend time or money on the uncertainty of getting a charter. Heretolore the Legislature was willing to grant a charter to any pian or company that was certain never to amount to anything, because that would not interfere with the present trainways. Has anything new turned up? Because, it so, the money can be raised beforehand, provided too great a bribe is not required in order to get the charter. Yours truly, agreed to complete the road in fourteen months

Stay in New York and Insist on Rapid NEW YORK, Jan. 21, 1874.

TO THE EDITOR OF THE HEBALD :-

Your three articles in relation to rapid transit, it is hoped, will call the attention of property owners and taxpayers to the necessity of making an immediate effort to check our population removing to other localities for want of facilities for moving to other localities for want of facilities for getting from their homes to their places of business. There remains for them the choice between paying for improvements on Long Island and New Jersey or expending a necessary amount for quick transit to the upper part of our city and Westchester, thereby inducing a large proportion of our taxpayers to return and aid us in paying our large city debt.

OLD NEW YORKER.

Praying for a Speedy Solution. New York, Jan. 22, 1874.

TO THE EDITOR OF THE HERALD:-I have read with much interest the letter of Mr. Minton on the subject of rapid transit in to-day's Herald. While agreeing with him that some of his suggestions may be crude and his estimates of necessity approximate, I do think that his plan has a more practical base than any that has yet been more practical base than any that has yet been mored. I, for one, should like to join in investigating whether the adoption or modification of his proposal cannot bring about a safe, paying, economical, and, above all, speedy solution of this question of rapid transit—a question that has become of first necessity to all of us. Will the HERALD not bring its powerful influence to bear, with the view of determining whether such a plan as Mr. Minton's cannot promptly be made practical? Yours, very respectibly. made practical? Yours, very respectfully, VICTOR E. MAUGER.

THE RIVER MYSTERY.

Not Yet Solved-Photographing Beceased-Captain Speight Working Up the Case-Deceased's Throat Not Cut.

The mystery surrounding the case of the unknown boy found in a nude condition floating off the foot of 144th street, North River, as heretofore published in the HERALD, has not yet been cleared up, but Captain Speight, of the Thirty-second precinct, is exerting himself to the utmost to reach the truth of the matter. Captain Speight has caused inquiries to be made at every public instioution in his precinct, and has also instructed the members of his command to ask the citizens on

Yesterday afternoon Mr. John T. Toal, secretary to the Board of Coroners, addressed a letter to the Board of Coroners, addressed a letter to the Grand of the purpose of learning it the lad Patterson had ever been found, inasmach as his description corresponds somewhat with that of the boy found in the water by the police.

PHOTOGRAPHING BREASED.

Warden Brennan, of Believue Hospital, intends to have the photograph of deceased taken, with the view of ultimately resulting in his recognition after the body may be buried, should it not sooner be done. This artistic operation being done, Dr. Marsh will make a post-mortem examination on the body, and then Coroner Eachbon will hold an inquest. Deceased wore an emblem of the Catholic religion around his neck.

THROAT NOT CUT.

Dr. Marsh yesterday made a critical examination on the body of the youth, and found to a certainty that his throat had not been cut. There were no serious marks of violence discovered, in the absence of which the Doctor is of the opinion death resulted from drowning. It is believed that the remains had been in the water at least a month.

THE KINGS COUNTY SUPERVISORS.

The Legality of Holding Two Official Positions-The Building of the Thirteenth Regiment Armory-Concerning

The Board of Aldermen met last evening as a Board of Supervisors. The legality of persons holding two official positions was questioned, and Supervisor Bay offered a preamble and resolution setting forth that, according to title 3, section 4. no person so elected or appointed shall during his term of office hold any other public office whatever or receive any appointment from any court or appointing power or the fees or emolu ments which are paid out of the public treasury.

ments which are baid out of the public treasury. They could not, therefore, legally retain their positions, and the county treasurer was directed not to pay them. The subject was referred to the Law Committee. It is a well known fact Assessor Jacob Worth and Stephen J. Colahan, Chief Clerk in the City Court, who were elected to the Assembly, still retain their positions.

Supervisor Bergen offered a preamble and resolution referring the pians and specifications under which the Thirteenth regiment armory is being erected to E. L. Roberts, M. J. Morrell, W. A. Mindell, architects: John French, builder, and Mark Phroner, inspector of Buildings, to examine and report to the Board whether, in their judgment, the building would be saie for the purposes of an armory if constructed in accordance with said plans, and if not to recommend any alterations

armory if constructed in accordance with said plans, and if not to recommend any alterations which might secure saiety. The inspector of Buildings had reported that the armory was not being properly constructed.

The resolution was adopted.

Supervisor Ropes offered a preamble and resolution to the effect that the Committee on Account of the Commissioners of Charities proceed with an investigation into the management of the county institutions.

Supervisor Bergen favored the resolution, saying that the investigation should be instituted; but he moved as an amendment that, pending such investigation by the Board, the Governor be requested to withhold any action until the report of the committee is made to the Board. This amendment was agreed to, and the resolution, as smended, was adopted.

CITY AND COUNTY TREASURY Comptroller Green reports the following dis-

THE FOG.

Our Latest London Visitor-New York's Reception of the Murky Guest-How the City Looked and the Historical Aspect of the Situation-Accidents and

In the way of weather, the fog is, of course, the atest sensation. Being in the habit of treating handsomely every distinguished visitor from the other side of the water, it becomes a duty to ac-knowledge with becoming attention the advent of this year's very particular guest. The history of the fogs, so far as can be conveniently ascertained, locates them in London, where for years too far back for us to become particular or definite about them, they have been

receiving always from all Londoners the greatest possible attention, and like all great permanent residents of big cities, permeating their influence through and through the ordinary civilian. Being assured by modern history, in very many books and papers, that we are cousins and so forth of the people on the other side, the truth may be owned that we do like very much to be found following up the same style of thing as the great and ordinary Londoners delight in, and so in the ins and outs of

deductions we strike upon the fact that FOG HAS BECOME PASHIONABLE. It is found mentioned by all tourists and voyagers, and every American who has ever been to Europe knows that he would willingly have remained over winter in the British metropolis to see and feel the historical log. Since Old Probabilities became "boss" in this country, he has, as need scarcely be completely revolutionized our said, tional weather. In fact it would seem as if the old man had come to the conclusion that we have outlived the days of the beautiful snow and of the fine old icy sidewalks, when the jingling of the pells and the ice-coated sidewalks were a source of pride and joy to untravelied citizens, and slush and broken limbs counted as simple national blessings. But the beautiful snow this year has kept away from us, and the ball-and-half sort of freezing we have got

beautitul snow this year has kept away from us, and the hali-and-half sort of freezing we have got did not amount to anything.

Let us, then, be thankful. that we have got this traosatlantic fog by way of compromise; and while there may be, as no donot there are, many weepings that its color was not precisely that of pea soup, yet no one will deny but that it was first rate for a new introduction, and stuck to us while it was with us with a genuine feeling, which, if not quite perceptible to everybody, was not altogether without some excuse on that account by reason of "Old Prob's" little mistake as to time of arrival.

IN DAYS GONE BY it was customary to talk of winter, with all its many charms, in town and condry, and everybody is familiar with how nicely these may be computed and talked about. Fog has never been included among them, however; so, then, when the authors of fanciful books on the seasons set to work in the years to come to write about the beautiful peculiarities of the winter's log, they will, no doubt, be telling us of the beavenly screen that iell upon the city, dimming the vista three leet ahead of you, when

will, no doubt, be telling us of the heavenly screen that iell upon the city, dimming the vista three leet ahead of you, when

THY NEIGHBOR'S NOSE AND THINE OWN
were both in danger of coilliston; of the hurry of the drivers and the hallooing to warn other drivers that familinent was the danger of a splendid, first rate smash up; of the delights of finding your wife or your children tumbled down a rut or cellar somewhere beyond your vision, but with the yelling within your hearing; and of the singing signals on the river and the romantic dimness of the many lights upon the boats and along the piers, reminding one of—any place in Europe will dowhen nature's murky mantle taking the place of THE POOR OLD FLIMSY SNOW upon American ground, as in days of early times, hid within the folds of say of her rich and heavy heavenly covering of the great Empire City of the West. That is a little of what "Old Prob" will have to answer for, one of these years, if the log is going to take up a regular season residence here.

TO COME DOWN, HOWEVER, from all flights of lancy in the regions of fog, there was much meconvenience caused on the rivers and in the city yesterday morning by the fog. It was with the greatest difficulty that the ferry boats made trips, and the few crossings that were effected by the boats took a long time to accomplish even amid the most vociferous bellowings of the log signals and the ringing of the bells.

A COLLISION.

At about noon, while the ferryboat Hudson City, of the Jersey City ferry, was making a trip across the North River, she collided with the Newark, running directly over her fore deck and carrying away her guard chains and guard rail. It was with the greatest difficulty that several other collisions on both the rivers were avoided.

O'THES INCIDENTS.

In the city the stages and cars were uncomforta-

In the city the stages and cars were uncomfortably crowded, and most singular escapes happened in the streets. The malls were all late. Navigation was completely stopped at Hariem, and several saling vessels were compelled to wait at medraworidge for the lifting of the fog before they could leave.

their respective beats concerning the body found in the water, but thus far without success. The Captain has been up as far as Yonkers in the prosecution of his labors without obtaining the least clew, and has nearly reached the conclusion that the body has foated down the river from beyond the city limits.

It is possible the remains are those of John Patterson, an intelligent lad, fifteen years of age, who left the bome of his mother, in South Ferry street, Albany, on the 1st day of September last, and whose disappearance was advertised by Chief of Police John Maloy, of Albany.

Yesterday afternoon Mr. John T. Toal, secretary to the Board of Coroners, addressed a letter to Chief Maloy for the purpose of learning if the ladden who was entitied and his injuries are believed to be of very serious nature and his recovery doubtful. The vehicle was badly damaged.

of a very serious nature and his recovery doubtful. The vehicle was badly damaged.

In Jersey City a man was run over by a wagon on the streets, sustaining some severe bruises. A lady was robbed by a thiet, who escaped. The railroad line was watched by men from Jersey city to the Bergen cut. At Monmouth Junction the engine of a freight train ran into the engine of the Freehold passenger train, which had got obscured in the log, both engines being badly damaged by the collision.

The Staten island boats were very slow, causing thereby business men residing on the island to be long behind time in the city. The roads on the island—many of them in a dangerous condition—could scarcely have been travelled over before the fog lifted, so dangerous were they to both man and team.

A Fog Dispeller Wanted. NEW YORK, Jan. 22, 1874. To the Editor of the Herald:—

Your paper seems to be open as a medium of general appeal from wrongs, and sometimes for the complainings of splenetic individuals. As I have to cross one of the boundary rivers of this city twice a day I consider myself grievously wronged by Dame Nature through the contemptible fogs to which she has treated us so frequently this winter. The object of this communication is to give the widest scope possible to the question, "Cannot man devise some way of dispelling these fogs, at least in a measure?" Man's necessity and ingenuity have reduced almost every known force of nature to subserve his ends, and can it be that men of science cannot lift the winding sheet from the public convenience on such a morning as this? Can you say if heavy concussions have ever been tried as a means of dispelling logs? As heavy artillery practice is invariably followed by rain, the theory of which is, I believe, that the concussions serve to discharge the electricity which holds the particles of water apart in the atmosphere, would not the same cause produce the same effect on logs and give them an honorable discharge on the earth in the shape of rains?

D. E. Man's necessity and ingenuity have re-

THE BOARD OF DOCK COUNISSIONERS.

The Meeting of the Board Yesterday-Report of the Engineer-in-Chief-Cor munication from the United States Coast Survey Office, &c.

The Board of Dock Commissioners met vesterday in the offices of the Department in Broadway. A pretty large share of business was transacted with creditable despatch.

The Executive Committee received and Superin tendent Inrner examined the report of Superintendent Richardson relative to the raising of a canal boat that is sunk between piers 45 and 46 North River. A resolution was adopted whereby the Treas-

urer of the Department was authorized to effect an insurance against fire to the extent of \$75,000 at a premium of one per cent for one year, from January 25, 1874, at noon, by renewal of existing policies or otherwise; and that the bills or claims for said premium be audited upon the deduction therefrom of fiteen per cent and transmitted to

completion.

The surveying parties have been engaced on to the surveys at Randall's Island and in sounding a statellishing lines at the Christopher street section and in verifying previous surveys at points of the East River.

and in verifying previous surveys at points on the East River.

The draughtsmen and others at the office of the Engineer-in-Chief have been employed on the customary routine work, &c.

In reply to a communication sent by Secretary Lynch, of the department, to the United States Coast Survey Office in Washington, an answer, under date of 20th lust, has been received. It states:

"A tracing has been made from the original topographical sheet of the locality indicated, viz.:-from Mott Haven to the Bronx River. As the survey was executed in 1856 many alterations, especially of the interior, have, of course, occurred, and the whole face of the country in the vicinity of Mott Haven would probably be scarcely recognizable to a stranger who had not visited it since that date. The line and soundings would not be likely to have experienced such sensible changes except, perhaps, at or near Port Morris."

Superintendent John Turner, of the Department of Repairs and Supply, has sent in an extremely brief report. He says:—

The dumping boards at Laight street, North River, and at pier 37 East River, are finished.

Pier 57 East River, south side, is half outer and close feudered, and new corner bands put on. Repairs finished.

The works at pier No. 1 and pier 43 North River, at Third street, and bulkhead and platform at Beile.

pairs finished.

The works at pier No. 1 and pier 43 North River, at Third street, and bulk head and platform at Believue, East River, are progressing.

Work has been commenced on dumping board at Thirty-seventh street, North River.

WOMAN'S TYRANT.

Hygienic and Moral Influences of Dress-Lectures to Ladies by Miss Dr. Mary

J. Studley and Others. A course of lectures to women on "Hygienic and Moral Influences of Dress" was announced to take place yesterday afternoon under the auspices of the Sorosis, and, in order to accommodate the ladies interested, the lectures were to be delivered simultaneously at three different churches in this city. The one at Dr. Deems' church was delivered by Dr. Mary J. Studley, the subject being as above stated, on "The Health of Women as Affected by Dress." At half-past two, the hour designated, there were not ten succeeding minutes the not very large lecture room of the church fliled more rapidly, until there were present about fifty well-dressed ladies-not a single gentleman being present. One did "put in for some reason he left immediately, apparently thinking that that was no place for him. The lecturess, Dr. Studley, took her place on the platform at a quarter of three.

APPEARANCE OF THE PAIR LECTURESS. Miss Dr. Studiey appears to be somewhere be-tween twenty-five and thirty years of age, with pretty though strongly marked features, with s rather Danté-like profile of a mild type, a pleasant voice, and a manner more self-possessed than one would expect from her youth. Her hair was drawn smoothly back from her face and fastened with a piece of lace at the back of her head. She wore a rich silk dress of a quiet shade of brown, made en pannier, with lace collar and cuffs, and at the throat a red bow, and a chatelaine chain to a very pretty watch. Her manner and appearance were altogether as refined and ladylike as would be met with at any fireside in the homes of your most cultivated and worthlest citizens.

THE LECTURE. She commenced her lecture with an apology for the delay and absence of a manikin which she expected, with which to illustrate the subject under consideration. She had been detained at Euzabeth, N. J., by the fog, but did not repeat Mark Twain's speech at the beginning of a recent lecture in London, "You may not be able to see me on account of the fog, but I'm here." Sorosis and gentlemen as well as ladies of the medical profession have come to the conclusion that the modern dress of ladies interieres with the natural functions of the human body. Physicians are the best judges of this fact. All sickness is the read some lines of Longfellow's, writen on the lineth burthday of a celebrated naturalist, beginning. It was a celebrated naturalist, beginning. It was a celebrated naturalist, beginning. It was the phlosoffera ago, of the work of the centre of the phlosoffera ago, and the carly patriarchs, according to Scripture? There are, remarked the hectures, 208 bones in the human frame, which must be support the organs, blood circulation, digestion, muscle, besides our ciothing. The proper sustemance originally of the early is plants and animal lood. She then spoke of the various cavities in the skeleton as combining the early is plants and animal lood. She then spoke of the various cavities in the skeleton as combining the early lood, such as meat, milk and eggs. Over the muscles the adipose tissue, to protect their muscles and keep the internal organs irom cold. If nourisiment stops at a "half-way house," as doctors say, this tissue becomes excessive and causes fatty degeneration. It is a physician's duty to see whether the cause is derangement of the digestive organs, improper lood, &c. This tissue is covered by the epidermis, or axim. The thoracic cavity contains the heart and lungs. She mentioned a subject which she held to dissect during her studies who had not been subjected to the compressed without causing derangement, and people are thereby kept only partly airve. The heart commences working from the first germ of hie until death. The arteries are deeper than the venus for protection, and are so arranged that the venus for protection, and are so arranged that the venus for protection, and are so arranged that the venus for protection, and are so arranged that the length of the most of the c

was listened to attentively by the intelligent audience present.

The lectures this afternoon will be on the "Influence and Results of Extravagance in Dress," and will be delivered by Dr. Studey, in the chapel of Dr. Deems' church, Winthrop place; Dr. Eliza E. Judson, lecture room of Dr. Galiaudet's church, Pirth avenue and Eighteenth street, and Dr. Anna D. French, chapel of Dr. Hastings' church, Portysecond street, hear Flith avenue. The course will be repeated by the same ladies in Brooklyn next week.

THE CITY HALL

Yesterday was a very dull day at the City Hall and about the departments, the only events to interrupt the monotony caused by the absence of the politicians at Albany being the union of several couples in the bonds of matrimony, which delayed the Mayor and prevented him from dining with the Comprisoler at the Astor House, as usual, until after two pickock P. M.

THE WINE AND SPIRIT TRADERS.

Special Meeting of the Council of the Society-Report of the Legislative Committee-Reforms Demanded in the Tariff and Internal Revenue Laws-Washington To Be Visited-Specific Instructions.

The Council of the Wine and Spirit Traders' So
The Council of the Wine and Spirit Traders' So-

structions.
The Council of the Wine and Spirit Traders' Sotiety of the United States yesterday held a special meeting to receive the "amended report" of the Legislative Committee pertaining to matters of eform in the Tariff and Internal Revenue laws, Mr. Charles Bellows, President, in the chair.

ing being dispensed with, Mr. William M. Fleiss submitted the report in question, and as its salient points and recommendations were published in the HERALD of the 14th inst. it is unnecessary to repeat them. The report was accepted and

Mr. Fleiss then desired to ascertain the pleasure of the Council regarding the manner in which the recommendations contained in the report should be brought before the Committee on Ways and Means at Washington. The Legislative Committee of the Council was then empowered to proceed to Washington and take with them any person they deemed of sufficient importance to further the end, in view, and that the treasurer of the society be Fleiss stated in a general way what the committee

Fleiss stated in a general way what the committee seeks to accomplish, but this will be better understood by the annexed letter, addressed by Mr. J. Lienan to Mr. George W. Cotterrill, attorney for the society:

WHAT THE COMMITTEE WANTS.

The attention of the committee to be sent to Washington by the Wine and Spirit Traders society will be directed to the following four practs and their efforts must concentrate to effect the descretchings:

First—Liquidation on all import entries, when once made by clustom House, to be final, and transaction closed by cancellation of importer's bonds. This measure will the wise be recommended by Committee of Chamber of Commerce gone already to Washington. The whole mercantile commanity will sustain the same.

Second—Change of duties on all still foreign wines from a compound ad valorem and specific rate to an entirely specific duty of say thirty-five or forty cents per gallon. The government statistical tables showing the importation and withdrawat for consumption of foreign still wines, during the last five years are in the possession of the committee. Figures are stubborn proofs and cannot be argued away; they show conclusively that it is in the interest of the government to adopt the change. The duties on foreign spirits were altered from ad valorem and specific rates to nurely specific ones, and has resulted to the benefit of both the Treasury and the Thurd—Abolish stamp taxes on whiskeys, after the tax

has resulted to the benefit of both the Treasury and the trade.

Third—Abolish stamp taxes on whiskeys, after the tax has been collected at distiliery and goods marked or stamped "tax paid." The whiskeys should then be considered absolutely free, and not liable to be interfered with by government officials by mere prefence, which nlimately must drive every honest man out of the trade. Let the government surround the distillery with all possible safegnards for its protection, appoint thorough, efficient men as supervising officers there, and collect the tax at the fountain head. It can be satisfactorily shown that an immense saving can be effected by discharging some 5,000 superfluous officers; the printing of stamps and tarnishing books containing the same will cease, and with it considerable expense.

Fourth—Imported biffers are not liable to stamp tax. The committee will endeavor to induce a change in the rulings of the commissioner of internal Revenue on this point.

The Conneil at this juncture recommended, in an informal manner, that the members join the Cheap Transportation Association and aid, so far as practicable, its members in the furtherance of their object, and then adjourned.

MARRIAGES AND DEATHS.

Myers—Casheerg.—M. Myers, Esq., of Craw-fordville, Ga., to Helena. daughter of L. Cashberg, Esq., of this city. No cards.

Married.

BURNETT—Dodde.—On Monday, Jaduary 19, by the Rev. Frederick Evans, D. D., at Central Baptist church. Libbig, daughter of Edmund Dodds, Esq., to Charles J. Burnett. No cards.

CONKLIN—PECKHAM.—On Wednesday, January 21, at the residence of N. L. Cort. Esq., by the Rev. Dr. E. H. Chapin, Edwin W. Conklin to Viola A., daughter of the late George Peckham, all of this city.

HORTON—ASHLEY.—On Wednesday evening, January 21, by the Rev. T. L. Cuyler, B. D., P. D. HORTON TON to JENNIE L. ASHLEY, youngest daughter of C. C. Ashley, all of Brooklyn, L. I.

LORILLARD—BEECKMAN.—On Wednesday, January 21, by Rev. John Cotton Smith, D. D., Louis L. Lorillard Control of the Smith, D. D., Louis L. Lorillard Control of the Smith, D. D., Louis L. Golllers L. Beeckman.

21, by Rev. John Conton Smith, John Jacks.

Lorillard to Katharine Livingston, daughter of Gilbest L. Beeckman.

Mitcherl—Paulmer.—At Whippany, N. J., on Wednesday evening, January 21, 1874, at the residence of the bride's mother, by the Rev. Dr. Bardwell, Walter Mitchell, to Mary A. Paulmier, daughter of the late Stephen Paulmier.

Totten—Peyser.—In Brooklyn, E. D., on Wednesday evening, January 21, by the Rev. S. M. Haskins, of St. Mark's Protestant Episcopal church, William Totten, of Bowery Bay, Astoria, L. L. to Miss Kittle A. Pryser, of New York. No cards.

Wells—Orr.—On Wednesday, January 21, at the residence of the bride's mother, by the Rev. A. W. Conkling, Edward G. Wells to Mark' A., youngest daughter of the late Robert Orr, both of this city.

Wylle—D'Estimauville, At Philadelphia, on Monday, January 19, by the Rev. Henry M. Stuart, James Wylle, Jr., of London, England, to Rebecca N. D'Estimauville, of Philadelphia, Pa.

Died.

Died.

Archibald.—In Jersey City, on Wednesday, January 21, Sarah Jans, wife of A. Archibaid, aged 31 years and 19 days.

Relatives and friends of the family are invited to attend her funeral to-morrow (Friday) atternoon, at two o'clock, from her late residence, No. 218 Seventh street, Jersey City.

Armour.—On Wednesday, January 21, at St. John, N. B., Prances M., wife of H. O. Armour, of this city, aged 28 years.

Notice of funeral to-morrow.
Bennert.—On Toursday, January 22, at his residence, 301 Degraw street, Brooklyn, Robert Brinert, formerly of Tailow, county Waterford, Ireland.

Pasidence, Sol Degraw Artee, Brows, waterford, Ireland.

The funeral will take place on Saturday, January 24, at ten o'clock, and from thence to \$1. Mary's Star of the Sea, where a requiem high mass will be offered. Relations and friends are respectfully invited to attend.

Bernius, —On Wednesday, January 21, John F. Bernius, aged 22 years, 3 nonths and 29 days.

The relatives and friends of the family, also Company A, Ninth regiment (which will parade as escort), and all members of the regiment, are invited to attend the funeral, from his late residence, No. 110 Stanton street, on Saturday, January 22, at two o'clock P. M.

Bradley.—At his residence, No. 421 Cherry Street, on Thursday, January 22, after a severe filness, John Bradley, a native of county Tyrone, Ireland, aged 35 years.

Apolice of funeral hereafter.

Bunce.—In Brooklyn, N. Y., on Wednesday, January 21, after a short illness, Russell Bunce, aged 21 years.

BUNCE.—In Brooklyn, N. Y., on Wednesday, January 21, after a short illness, Russell Bunce, aged 27 years.

Funeral services at 77 Joralemon street, on Friday, January 23, at tweive o'clock. Relatives and friends are invited to attend. Burial at Hartford, Conn., on Saturday.

BURNETT.—In Brooklyn, on Thursday, January 22, Eloise Douglass and infant son, wife and child of Samuel O. Burnett.

Funeral services from her late residence, No. 9 Greene avenue, at four P. M., on Friday, January 23. Remains will be removed on Saturday to Mount Pleasant Cemetery, New Jersey.

CAMERON.—On Wednesday, January 21, after a short illness, Alexander Cameton, son of Daniel Cameron, aged 25 years.

The relatives and friends are respectfully invited to attend the funeral, from his late residence, 133 Mott street.

CASEY.—Suddenly, on Tuesday, January 20, John P. CASEY, a native of county Westmeath, Ireland, aged 52 years.

His relatives and triends of the family and those

aged 52 years.

His relatives and iriends of the family and those of the Twenty-second ward police are respectfully invited to attend the funeral, from his late residence, No. 247 West Porty-seventh street, on Friday, January 23, at one o'clock P. M.

COGGESHALL—At Hyde Park, on Monday, January 18, Henry G. Coogeshall, aged 62 years.

Relatives and friends are respectfully invited to attend the funeral, from his late residence, on Friday, January 23, at half-past twelve o'clock. Carriages will be at depot on the arrival of the eight o'clock train from New York.

COGE.—On Thursday morning, January 22, CAROLINE L., wife of C. W. Cook and daughter of James W. Olson, Esq.

Relatives and friends and respectfully invited to attend the funeral, on Sunday, January 25, at two P. M., from her late residence, No. 425 Hart street, Brooklyn.

CONORS.—Suddenly, on Wednesday, January 21, Peter Conors, aged 47 years, a native of the parish of Tockinstown, county Westmeath, Ircland.

The relatives and friends, and those of his nephews, James and Edward Conors, are respectfully invited to attend the funeral, from his late residence, No. 61 East Sixteenth street, to-day (Friday), January 23, at two o'clock P. M. precisely.

CRUCY.—On Thursday, January 22, Joseph aged 52 years. His relatives and friends of the family and those

Martha E. Geer.

Relatives and friends are invited to attend the funeral, on Saturday, the 24th inst., at ten o'clock, from the Church of the Mediator, at Kingsbridge, N. Y. Trains leave Grand Central depot at mine o'clock A. M.

N. Y. Trains leave Grand Central depot at nine o'clock A. M.
Gilbert.—On Wednesday, January 21, 1874, Edward Gilbert, counsellor-at-law, aged 41 years. Funeral services at his late residence, No. 446
West Twenty-third street, on Friday, 23d inst., at half-past three P. M. Relatives and friends are invited to attend without further notice. Burial at Huntington, Conn., on Saturday.
Griggs.—At the Catholic Protectory, Fordham, on Sunday, January 18, William Griggs, only son of Catharine and William Griggs, deceased, of Perth Amboy, N. J., aged 11 years, 4 months and 18 days.
Holmes.—At Fordham, Westchester county, N. Y., on Wednesday, January 21, Nancy La Rug, Widow of the late William C. Holmes, of Troy, N. Y. Hanspord.—At Fisinfield, N. J., on Wednesday, January 21, William Pennock Hanspord, in the 62d year of his age.
The relatives and friends of the family are invited to attend the funeral at Grace church, Plainfield, on Saturday, January 24, at half-past twelve P. M. Trains leave foot of Liberty street at half-past ten A. M. Carriages will be in waiting at the depot.

Hardenerger.—On Thursday morning, January 22, Joseau D. Hardenerger and proper property of the control of the party of the control of the party of the control of the party of the

past ten A. M. Carriages will be in waiting at the depot.

Hardenbergh.—On Thursday morning, January 22, Josiah D. Hardenbergh.

Relatives and friends are respectfully invited to attend the funeral services, on Saturday, 25 woo'clock P. M., from his late residence, 263 South Fourth street, Brooking, E. D.

Hays.—Eddar Y. Hays, the infant son of George P. and Ann Eliza Hays, aged I month.

The relatives and friends of the family are invited to attend the funeral, at No. 229 Spring street, this (Friday) alternoon, January 23, at one o'clock.

Hayes, —On Juesday morning, January 20, William H. Hayss, Jr., son of William H. and Frances M. Hayes, aged 29.

The funeral will take place from the residence of his parents, 125 East Sixtleth street, on Friday, January 25, at twelve o'clock M. Relatives and friends of the family are invited to attend without further notice.

Johnson.—On Thursday, January 22 Patrick, son of the late Charles and Margaret Johnson, of the parish of Drangan, county Tipperary, Ireland.

Funeral will take place Saturday, January 24, at half-past nine o'clock A. M., from St. Peter's church, corner of Hicks and Warren streets, Brooklyn, 28

Kenney,—On Wednesday, January 21, after a long and severe illness, Ellen Kenney, aged 51 years.

Relatives and friends of the family, also those

years.

Relatives and friends of the family, also those of her sons, Patrick and Andrew, are respectfully invited to attend the luneral, from her late residence, 572 Second avenue, this (Friday) afternoon,

dence, 572 Second avenue, this (Friday) anernoon, at one o'clock.

LANE.—Entered into rest on Wednesday, January 21. Jane Maria, wife of Adolphus Lane, and daughter of the late John Stearns, M. D., in the 74th year of her age.

Relatives and friends are respectfully invited to attend the funeral, from her late residence, No. 121 East Thirty-eighth street, on Friday, January 23, at three o'clock P. M.

LARGAN.—On Thursday, January 22, 1874, at her residence, 36 Forsth street, Ellen A. O'lbary, beloved wife of Wm. J. Largan, in the 29th year of her age.

LARGAN.—On Thursday, January 22, 1874, at her residence, 36 Forsth street, Ellen A. O'LBARY, beloved wife of Wm. J. Largan, in the 29th year of her age.

Notice of funeral hereafter.

Leebburger.—On Wednesday, January 21, at her residence in Baltimore, Md., ADELHEID LEAD-BURGER, beloved wife o. Simon Leerburger.

Her remains will be brought to New York. Notice of funeral in to-morrow's papers.

Levy.—On Thursday morning, January 22, at four o'clock, after a short illness, Bernard, only son of Morris and Berths Levy, aged 15 months.

Funeral to take place Friday morning, at nine o'clock, from their residence, 359 Hudson street.

Magrane.—On Wednesday, January 21, 1874.

William J. Magrane, aged 18 years and 4 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from St. Elizabeth Hospital, No. 225 West Thirty-first street, between Seventh and Eighth avenues, on Friday, the 23d inst., at one o'clock.

MUNRO.—On Tuesday, January 20, 1874, Mabria McLersachan, widow of hugh Munro, in the 69th year of her age.

The funeral will take place from the Reformed church, Washington square (Dr. Hutton's), this (Friday) afternoon at three o'clock. Relatives and friends are invited to attend. The remains will be taken to Woodbridge, N. J., on Saturday.

MUNRINGER.—Suddenly, on Wednesday night, January 21, of diphtheria, Carl, only child of Charles and Charlotte Munzinger, in the 4th year of his age.

The friends of the family, and of his uncles, Hiddreth and John Bloodgood, are respectfully invited to attend the funeral, from the residence of his parents, No. 14 West Forty-seventh street, to-day (Friday), the 23d inst., at two P. M.

O'Grady.—On Thursday, January 22, 1874. Envard James O'Grady, aged 4 years, 1 month and 10 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 12 West Twelfth street.

O'Grady, Leptonon, the 23d inst., at two P. M.

O'Grady, Leptonon, the 23d inst., at two o'clock; thence t

on Saturday, 24th inst., at three o'clock. Friends and acquaintances are invited to attend. Interment at Syracuse.

Ross.—At Matawan, N. J., of Bright's disease of the kidneys, on wednesday, January 21, William H. Ross, agred 21 years and 6 months, only son of Edward and Elizabeth Ross.

Funeral will take place on Sunday. Relatives and mends are invited to attend. Boat leaves foot of Barclay street at three P. M.

SCOTT.—At Harlem, on Thursday, January 22, ANN ELIZA, wife of Samuel Scott.

Notice of funeral hereafter.

SRAMAN.—On Thursday morning, January 22, POLLIE SEAMAN, aged 54 years.

Funeral will take place from the residence of her nephew, Lloyd I. Seaman, 222 West Fourteenth street, on Saturday, 24th, at one P. M. Relatives and friends are invited to attend without further notice.

and friends are invited to attend without further notice.

Showler,—On Wednesday, January 21, William F. Prout, son of John W. and Mathda S. Showier, aged 10 years, 7 months and 8 days.

The relatives and iriends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 318 Bleecker street, this day (Friday.) at one o'clock P. M. Simonson.—On Thursday, January 22, Charlotte J., daughter of the late Charles M. Simonson, of Clitton, S. I. aged 55 years.

Relatives and friends are respectfully invited to attend the funeral, from the Moravian church, New Dorp, S. I., on Sunday, 25th inst., at hall past two P. M. Carriages will be in waiting at Vanderbitt landing on the arrival of the one o'clock boat from this city.

SMITH.—At Sing Sing, N. Y., on Wednesday, January 21, Catharne, while of Isaac C. Smith, aged 70 years.

SMITH.—At Sing Sing, N. Y., on Wednesday, January 21, Catharine, wife of Isaac C. Smith, aged 70 years.

Funeral on Saturday, the 24th inst., at twelve o'clock, from the Methodist church on Spring street, Sing Sing. Relatives and friends are respectfully invited to attend the funeral without further notice.

Spencer.—On Wednesday, January 21, 1874, Thomas Spencer, a native of Lancashire, England, in the 52d year of his age.

Relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, corner Magnolia and Chestnut avenues, Jersey City Heights, on Sunday, January 25, 1874, at two P. M.

Suffern.—At Suffern, N. Y., William Arthur, youngest son of J. Bogert and Sarah F. Suffern, aged 2 years and 11 months.

Funeral at the house of his parents, on Saturday, at one o'clock P. M.

Taylor.—In this city, on Wednesday, January 21, 1874, Marka L., wife of Clinton T. Taylor.

Funeral services at St. Peter's Roman Catholic church, Jersey City, on Friday, January 23, at eleven A. M. The relatives and friends are respectfully invited to attend.

Thenone.—At Hooken, N. J., on Thursday, January 22, Mrs. Adeline S. M., widow of James Trenor, in the 66th year of her age.

Relatives and friends of the family are invited to attend the funeral, from the residence of her son-line, william J. Van Pett, No. 234 Garden street, Hoboken, on Saturday, January 24, at two o'clock P. M.

P. M.
Newark papers please copy.

Van Beuren.—On Wednesday, January 21, after a short, but severe illness, Job S. Van Beuren, in the 31st year of his age.

Relatives and irlends are respectfully invited to attend the luneral, from his late residence, No. 235 East 106th street, this (Friday) afternoon, at one o'clock.

residence, No. 611 East Sixteenth street, to-day (Friday), January 23, at two o'clock P. M. precisely.

CRUCY.—On Thursday, January 22, JOSEPH CRUCY, in the 78th year of his age.

The friends of the family are respectfully invited to attend the funeral, on Saturday, at half-past ten o'clock, at the Church of St. Vincent de Paul, Twenty-third street.

Davis.—On Wednesday, January 21, 1874, of pleurisy, EMELINE DAVIS, wife of Alex. Davis, in the 60th year of her age.

The relatives and friends of the family are invited to attend the funeral, from the residence of her son-in-law, James H. Furdon, Cresskill, N. J., on Sunday, January 25. Trains leave foot of Chambers street at hine o'clock A. M.; return at six P. M.

Donnsilly.—On Thursday, January 22, 1874, Margaret, the beloved wife of Patrick Donnelly, in the 42d year of her age.

The mneral will take place from her late residence of his brother, M. J. Walsh, 609 Grand street, to-day (Friday), at two P. M.

The mneral will take place from her late residence of his brother, M. J. Walsh, 609 Grand street, to-day (Friday), at two P. M.

The finends of the family are invited to attend the residence of her son-in-law, Walsh, 609 Grand street, the Schoend and the funeral from the residence of her son-in-law, January 22, 1874, Margaret of her son-in-law, January 22, 1874, Margaret of her age.

The member of the Americans of the family are respectively invited to attend the satisfaction, are respectively invited to attend the residence of his brother, M. J. Walsh, 609 Grand street, to deal of the family are respectively invited to attend the residence of her son-in-law will take place from her late residence of her son-in-law of the family are respectively invited to attend the residence of her son-in-law will take place from her late residence of her son-in-law of the family are respectively invited to attend the funeral, from the residence of her son-in-law of the family are respectively invited to attend the funeral, from the residence of her son-in-law of the family